

CLASSIC DRIVER

[These Ducati Monster makeovers are a fright night delight](#)

Lead

An intimidating name hasn't prevented the Ducati Monster becoming one of the Italian manufacturer's most popular bikes ever – and as we see below, that widespread admiration has seeped into the café racer scene, too...

As a basis, 'Il Mostro' isn't perhaps the best starting point for a custom classic: that V-shaped trellis frame is unequivocally at odds with the unwritten rule of [café racers](#) having a nice, neat, horizontal line on which the seat and tank sit. But the best café creators stand out by how they rise to meet a challenge, and here are a few that have done just that... and then some.

Hazan Motorworks of Brooklyn



Maxwell Hazan, founder of [Hazan Motorworks in Brooklyn, New York](#), had actually bought his Monster to use as a city runabout, a practical contrast to his more 'demanding' customs. It wasn't until it was damaged while on said duties that he decided to transform it into a Ducafé, with a brief of simplicity, functionality and elegance. By the time he was done TIG welding, hand-beating and tweaking, his 900 didn't only fit the bill – it was also a fair bit lighter and more powerful (and perhaps a bit less comfortable).

Walt Siegl Motorcycles of New Hampshire



[Walt Siegl](#) of Harrisville, New Hampshire, had always intended this particular Monster to be a custom café, as it was commissioned by a client who already owned three of his home-made specials. Siegl's interpretation not only focused on visual style, but also took into account his own demands as a keen racer (the bike should hold its own on the track) and those defined by his client's stocky physique – meaning an upright riding position and fully adjustable suspension with heavier springs.

Redmax Speedshop of Hampshire, UK



In the UK, Steve Hillary of [Redmax Speedshop](#) went for a style that might reverberate more with Ducatisti of old. An Imola-style front fairing (refreshed with stacked headlamps from a 999) combine with a Sport Classic tank and one of Redmax's own seat units, the latter with matching stacked taillights. [Lamborghini Diablo](#) three-stage metallic orange paintwork completes the striking look.

Photos: Hazan Motorworks, [Dino Petrocelli](#), [Greg Moss](#)

Gallery

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